



U.S. Department of Homeland Security

United States Coast Guard

Fifth Coast Guard District LOCAL NOTICE TO MARINERS

Coastal Waters From Shrewsbury River, New Jersey to Little River, South Carolina

MONTHLY EDITION

March 01, 2005

[HTTP://www.navcen.uscg.gov](http://www.navcen.uscg.gov)

The monthly edition of the **Local Notice to Mariners** contains all information relevant to the waterways within the Fifth Coast Guard District. The **Local Notice to Mariners (LNM)** is updated each Tuesday on the U.S. Coast Guard Navigation Center website at www.navcen.uscg.gov/lnm/d5. If you have questions about the LNM contact:

COMMANDER, FIFTH COAST GUARD DISTRICT (OAN)

431 Crawford Street, Portsmouth, Virginia, 23704-5004

Telephone (Day): 757-398-6486. 24 Hour FAX: (757) 398-6303

BROADCAST NOTICE TO MARINERS

This section contains corrections to federal and private maintained Aids to Navigation, as well as NOS corrections. Navigation information having been of immediate concern to the Mariner and promulgated by the following **Broadcast Notice to Mariners (BNM's)** have been incorporated in this notice when still significant at the date of this publication.

CCGD5 (D5)	D5 036-05, 037-05, 081-05, 082-05, 084-05, 087-05 THRU 092-05.
Group Philadelphia	PH 178-04, 208-04, 215-04, 294-04, 338-04, 351-04, 030-05, 064-05, 072-05, 076-05, 077-05, 078-05, 080-05.
Group Atlantic City	AC 048-05, 052-05, 053-05, 054-05, 056-05, 057-05, 059-05, 063-05, 064-05, 066-05, 067-05, 068-05, 069-05.
Activities Baltimore	BA 136-05, 170-05, 171-05, 173-05 THRU 183-05, 197-05, 199-05, 200-05, 202-05, 203-05, 207-05, 209-05.
Group Eastern Shore	ES 023-05, 024-05, 026-05, 027-05, 028-05, 029-05, 031-05, 032-05, 033-05.
Group Hampton Roads	HR 064-05, 070-05, 073-05, 079-05, 080-05, 081-05, 086-05, 087-05, 088-05, 089-05, 090-05, 092-05, 093-05.
Group Cape Hatteras	CH 039-05, 040-05, 042-05, 043-05, 050-05.
Group Fort Macon	FM 059-05, 063-05, 066-05, 067-05, 068-05, 069-05, 074-05, 075-05.

REFERENCES: Light List Reference: **ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2005 Edition**

U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook to Cape Henry (38th) Edition.

U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (36th) Edition.

All bearings are in degrees TRUE - All times are in Local Time unless otherwise noted.

All positions cited use North American Datum 1983 (NAD 83)

NAVIGATION INTERNET SITES

Chart Corrections:	http://chartmaker.ncd.noaa.gov and http://www.maptech.com
2005 Light List/ Summary of Corrections	http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm
Coast Pilot Corrections:	HTTP://nauticalcharts.noaa.gov/nsd/cpdownload.htm
D5 LNM on Internet/Archived Back Issues for 2004/05:	HTTP://www.navcen.uscg.gov/lnm/d5
Chesapeake Bay Weather Buoys:	Http://www.cbos.org/client.cgi
NOAA Weather Buoy sites:	http://seaboard.ndbc.noaa.gov/Maps/wrldmap.shtml
Tides On Line:	http://www.tidesonline.nos.noaa.gov
Tides, Currents, PORTS:	http://www.co-ops.nos.noaa.gov
ACOE Navigation Link for ICW and coastal inlets	http://www.saw.usace.army.mil/nav/nav.htm
Weather:	http://www.intellicast.com/
LANTAREA/ District 5 Local Notice To Mariners	
for correspondence:	http://d5local@lantd5.uscg.mil

I. SPECIAL NOTICES: This section contains information of Special concern to the Mariner.

IMPLEMENTATION OF U.S. COAST GUARD SECTOR BALTIMORE (PREVIOUSLY U.S. COAST GUARD ACTIVITIES BALTIMORE)

The Coast Guard announces the stand-up of U.S. Coast Guard Sector Baltimore. The Sector Baltimore Commanding Officer has the authority, responsibility and missions of the prior Activities Commander, Captain of the Port (COTP), Officer in Charge, Marine Inspection (OCMI), Federal On Scene Coordinator (FOSC), Federal Maritime Security Coordinator (FMSC), and Search and Rescue Mission Controller (SMC) Baltimore. The Coast Guard has established a continuity of operations whereby all previous practices and procedures will remain in effect until superseded by an authorized Coast Guard official and/or document. Sector Baltimore is located at 2401 Hawkins Point Road, Bldg. 70, Baltimore, MD 21226-1791 and contains a single Command Center. Sector Baltimore is composed of a Response Department, Prevention Department, and Logistics Department. All existing missions and functions performed by Activities Baltimore have been realigned under this new organizational structure as of January 1, 2005. Activities Baltimore no longer exists as an organizational entity. Sector Baltimore is responsible for all Coast Guard missions in the following zone: "the boundary of Sector Baltimore Marine Inspection zone and Captain of the Port zone starts at a point at 75° 30.0' W. longitude on the Delaware-Maryland boundary and proceeds along the Delaware-Maryland boundary West and North to the Pennsylvania boundary; thence West along the Pennsylvania-Maryland boundary to the West Virginia boundary; thence Southerly and Easterly along the Maryland-West Virginia boundary to the intersection of the Maryland-Virginia-West Virginia boundaries; thence Southwestward along the Loudoun County, Virginia boundary to the intersection with Fauquier County, Virginia; thence Easterly along the Loudoun County, Virginia boundary to the intersection with the Prince William County, Virginia boundary; thence Southerly along the Prince William County boundary to the intersection with Stafford County, Virginia; thence Easterly along the Prince William County, Virginia Boundary to the Maryland-Virginia boundary as those boundaries are formed along the Southern bank of the Potomac River; thence Easterly along the Maryland-Virginia boundary as it proceeds across the Chesapeake Bay, Tangier and Pocomoke Sounds, Pocomoke River, and Delmarva Peninsula to a Point West of the Atlantic Coast on the Maryland-Virginia boundary at a point 75° 30.0' W. longitude on the Maryland-Virginia boundary; thence Northerly to a point 75° 30.0' W. longitude on the Delaware-Maryland boundary." A chart that depicts this area can be found on the Fifth District Web page at http://www.uscg.mil/d5/D5_Units/Sectors.htm. The Sector Baltimore Commander is vested with all the rights, responsibilities, duties, and authority of a Group/Activities Commander and Commanding Officer, Marine Safety Office, as provided for in Coast Guard regulations, and is the successor in command to the Commanding Officer, Activities Baltimore. The Sector Baltimore Commander is designated: (a) Captain of the Port (COTP) for the Baltimore COTP zone; (b) Federal Maritime Security Coordinator (FMSC); (c) Federal On Scene Coordinator (FOSC) for the Baltimore COTP zone, consistent with the National Contingency Plan; (d) Officer in Charge of Marine Inspection (OCMI) for the Baltimore Marine Inspection Zone and, (e) Search and Rescue Mission Coordinator (SMC). The Deputy Sector Commander is designated alternate COTP, FMSC, FOSC, SMC and Acting OCMI. A continuity of operations order has been issued ensuring that all previous Activities Baltimore practices and procedures will remain in effect until superseded by Commander, Sector Baltimore. This continuity of operations order addresses existing COTP regulations, orders, directives and policies. The following information is a list of updated command titles, addresses and points of contact to facilitate requests from the public and assist with entry into security or safety zones: *Name:* Sector Baltimore. *Address:* Commander, U.S. Coast Guard Sector Baltimore, 2401 Hawkins Point Road, Bldg. 70, Baltimore, MD 21226-1791. *Contact:* General Number, (410) 576-2561, Sector Commander: CAPT C. Springer; Deputy Sector Commander: CDR J. Burton. *Chief, Prevention Department:* (410) 576-2586, *Chief, Response Department:* (410) 576-2525, *Chief, Logistics Department:* (410) 576-2546.

GPS RECEIVERS MANUALLY-ENTERED POSITION OFFSET CAUTION NOTICE

GPS Receiver Manually-Entered Position Offsets May Cause Safety Hazard when Interconnected to Navigation Devices It has come to the attention of the U.S. Coast Guard that certain Global Positioning System (GPS) receivers do not provide a proper indication to other connected equipment when manually-entered position offsets are entered into the GPS receiver. Even a small offset could result in danger of collision or other navigation safety hazard when the receiver is interconnected to devices such as an automatic identification system (AIS), Electronic Chart Display and Information System (ECDIS), integrated navigation systems (INS) or track control system (TCS). The problem is caused by an error in the NMEA 0183/IEC 61162 data interface Datum Reference ("DTM") "local datum" field. Navigation systems interconnected to the GPS receiver use this field to determine whether the position received is referenced to World Geodetic System 84 (WGS84) or something different. AIS equipment, for example, disregards external position information for reasons of safety if the "local datum" field does not indicate WGS84. As a result, equipment that is interfaced to GPS receivers having this problem would act as if the position were referenced to the WGS84 datum, when in fact the position differs from the WGS84 datum by the manual offsets entered by the vessel's crew or captain. The problem can be identified if own ship position displayed on an AIS changes in proportion to manually-entered offsets entered into the GPS receiver interconnected to the AIS. The GPS is operating correctly in such a situation if the AIS reverts to its integral GPS and disregards the manually-entered offsets sent from the externally-connected GPS. GPS Receivers identified having this problem: Furuno GP80 Furuno GP90 Mariners having these receivers are advised to either take steps to ensure that the manually-offset feature is never and can never be used, or to disconnect these receivers from the AIS, ECDIS, INS, TCS or other navigation or communications system. Technical questions relating to this alert may

be addressed to Mr. Lee Luft at (860) 441-2685 or LLuft@rdc.uscg.mil. This material is provided for informational purpose only and does not relieve any existing domestic or international safety, operational or material requirement.

POST ICE SEASON CHANGES/RESTORATION OF AIDS TO NAVIGATION

Coast Guard Aids To Navigation units have commenced their post ice season relieving of and restoration of aids to navigation within the Fifth Coast Guard District. Mariners are advised to refer to the **LIGHT LIST, VOLUME II, ATLANTIC COAST, SHREWSBURY RIVER, NEW JERSEY TO LITTLE RIVER, SOUTH CAROLINA, 2005, Edition** for specific dates on when certain aids to navigation may be restored to their post ice condition characteristics.

NORTHERN RIGHT WHALE MIGRATION – ENCOUNTER REGULATIONS AND REQUIREMENTS

DURING THIS TIME OF YEAR THE SEVERELY ENDANGERED NORTHERN RIGHT WHALE MAY BE ENCOUNTERED WITHIN 20-30 NM OF SHORE AS THEY MIGRATE BETWEEN THE GULF OF MAINE AND THE FLORIDA STRAITS. RIGHT WHALES ARE SLOW MOVING ANIMALS THAT ARE PRONE TO COLLISIONS WITH VESSELS. VESSEL OPERATORS ARE REMINDED TO USE CAUTION AROUND RIGHT WHALES. INTENTIONAL CLOSE APPROACH TO RIGHT WHALES IS PROHIBITED AND IS IN VIOLATION OF FEDERAL LAW. A MINIMUM DISTANCE OF 500 YARDS MUST BE MAINTAINED FROM A SIGHTING. ASSUME THAT A WHALE SIGHTED WITHIN 30 NM OF THE COAST IS A RIGHT WHALE. FOR LATEST ADVISORIES AND SIGHTINGS, MONITOR USCG BROADCAST NOTICE TO MARINERS, NAVTEX, NOAA WEATHER RADIO, CAPE COD CANAL VESSEL TRAFFIC CONTROL AND BAY OF FUNDY VESSEL TRAFFIC CONTROL. CONSULT US COAST PILOT FOR WAYS TO AVOID HITTING RIGHT WHALES AND APPLICABLE REGULATIONS. COMMERCIAL VESSELS OVER 300 GT ARE REMINDED TO COMPLY WITH THE REQUIREMENTS OF THE MANDATORY SHIP REPORTING SYSTEM. FOR FURTHER INFORMATION, CONSULT 33 CFR 169 OR THE US COAST PILOT."

FIFTH COAST GUARD DISTRICT WATERS – INCREASED THREAT LEVEL

The U.S. Coast Guard is asking for assistance from all mariners to be on the lookout while they are transiting the local waterways. The Department of Homeland Security (DHS) and Coast Guard are asking you report any suspicious or peculiar activity that you may observe. Please make all reports to the U.S. Coast Guard via VHF-FM CH 16 or by using your cell phone to dial 911, the National Response Center (NRC) at 1-800-424-8802 or to the DHS Watch and Warning unit at (202) 323-3205.

CHESAPEAKE BAY-REGULATED NAVIGATION AREA (RNA) REQUIREMENTS FOR PORT ENTRY/TRANSIT/DEPARTURE.

Mariners have been advised that there has been an amendment to the **Chesapeake Bay Regulated Navigation Area** which requires all vessels 300 gross tons and over, including tug and barge combined, to obtain permission prior to entering, departing, and/or moving within the **Regulated Navigation Area**. To obtain permission, vessels shall contact the **Joint Harbor Operations Center (JHOC)** prior to entry or movement via VHF-FH CH 12, alternate 13/16 and relay vessel documentation number, IMO number or VIN for verification. This includes entries from offshore, James River, Chesapeake Bay or Intracoastal Waterway. Alternate JHOC phone numbers are (757) 444-5210/5209. If the JHOC cannot be reached, the Captain of the Port (COTP) Command Duty Officer may be reached at (757) 668-5555.

PORTS AND WATERWAYS INFORMATION LINE

A Coast Guard toll-free hotline is now available to provide both commercial and recreational mariners with the latest, up-to-date information on local waterways and port openings, closures and restrictions. The **Coast Guard Maritime Safety Line, 1-800-682-1796**, has information from over 30 Coast Guard Captains of the Port (COTP) from the Mississippi River to the Atlantic Ocean. The Safety Line is broken into five regions:

Northeast Region Eastern New York, Rhode Island, Maine and Massachusetts.

Mid-Atlantic/Southeast Region -Eastern and southern Florida, South and North Carolina, Virginia, Maryland and eastern Pennsylvania.

Gulf Region - Northwest Florida, Alabama, Louisiana and Texas.

Great Lakes Region -Western New York, Ohio, Michigan, Illinois, Wisconsin and Minnesota.

Mid-West Rivers Region - Missouri, West Virginia, western Pennsylvania, Kentucky and Tennessee.

Puerto Rico has its own information line with information on 22 ports at (787)-706-2415.

REQUIRED BALLASTWATER MANAGEMENT REPORTS FOR VESSELS OPERATING OUTSIDE THE EEZ

Mariners are reminded that in accordance with 33 CFR 151.2040, all vessels which carry ballast water, including residual ballast water and sediments, are asked to submit a ballast water management report after operating outside the EEZ at their first port of call in U.S. waters. These reports may be transmitted electronically to <http://invasions.si.edu/ballast.htm>, e-mailed to ballast@serc.si.edu, faxed to Commandant, U.S. Coast Guard, c/o the NBIC at 301-261-4319, or mailed to U.S. Coast Guard, c/o Smithsonian Environmental Research Center (SERC), P.O. Box 28, Edgewater, MD. 21037-0028.

AVAILABILITY OF A NATIONAL OCEAN SERVICE CRITICAL CHART CORRECTIONS WEB SITE

The Office of Coast Survey, National Ocean Service (NOS) and NOAA, announces a new Internet service to the marine public at the following web site: <http://chartmaker.ncd.noaa.gov>. This service provides advance notification of critical chart corrections identified by NOS cartographers during nautical chart updating activities. Critical chart corrections are either recently identified hazards to navigation or are information regarded by NOS as essential for safe navigation, e.g. channel conditions, bridge and cable clearances, regulatory changes. Critical chart corrections posted on this web site are forwarded to the United States Coast Guard (USCG) and the National Geo-Spatial Intelligence (NGA) for inclusion in their **Local Notice To Mariners (LNM)** and **Notice To Mariners (NTM)** respectively. Additionally, updates to the **United States Coast Pilot, Volumes 1-9**, are posted on this web site. This web site must not be viewed as a substitute for either the **USCG LNM** or the **NGA NTM**. Aid to navigation changes and other important information published in USCG and NGA notices are not available on this web site.

USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER

The United States Coast Guard Navigational Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information on GPS, DGPS, and LORAN-C. The NIS also disseminates **Safety Broadcasts (BNM)**, **Local Notice to Mariners (LNM)**, and the latest **Notice Advisory to Navstar (NANU)**. These notices can also be obtained via e-mail subscription through the USCG Navigation Center website (<http://www.navcen.uscg.gov/gps/status/default.htm>). In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or LORAN service. Mariners are encouraged to report all degradation of radio navigation services to the NIS via any of the following: Phone: 703-313-5900, Email: webmaster@navcen.uscg.mil or on the World Wide Web at <http://www.navcen.uscg.gov>.

NAUTICAL CHART UPDATES

The National Ocean Service (NOS) has moved and expanded the function of its "**critcorr**" website. The new "Nautical Chart Updates" website allows the mariner to update their nautical charts from one database that includes information from NOS, and NGA Notice to Mariners, the **Coast Guard Local Notice to Mariners** and the **Canadian Coast Guard Notice to Mariners**. To access the website and for more information go to: <http://chartmaker.ncd.noaa.gov/> and click on "Chart Updates".

NATIONAL OCEAN SERVICE (NOS) - CHARTS, PUBLICATIONS, AND TABLES - SALES AGENTS

Sales agents for Charts and Coast Pilots of the National Ocean Service are located in many U. S. ports and in some foreign ports. A list of authorized sales agents and chart catalogs is available free upon request from National Ocean Service, Distribution Division (N/ACC3), 6501 Lafayette Avenue, Riverdale, Maryland 20737.

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecision's in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice, running ice or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

CODE OF FEDERAL REGULATIONS - TITLE 33 PART 70 - INTERFERENCE WITH OR DAMAGE TO AIDS TO NAVIGATION

No person, shall take possession of or make use of for any purpose, or build upon, alter, deface, destroy, move, injure, obstruct by fastening vessels thereto or otherwise, or in any manner whatever impair the usefulness of any aid to navigation established and maintained by the United States. Recently several offshore NOAA data buoys parted their moorings and became adrift due to excessive strain on the mooring. These navigational data buoys collect valuable on scene weather data for all mariners. These buoys are anchored to the seabed, and some have a watch circle radius of over 1 nautical mile. Once the mooring is parted and the buoy is adrift only certain Coast Guard resources can reset the aid back on its intended station. Coordinating of resources to retrieve the buoy, and place it back on station is time consuming and sometimes take weeks, thus valuable weather information cannot be obtained and relayed to mariners in need of it. Mariners are advised not to interfere with these aids to navigation and report any sightings of vessels tied off to them to the U.S. Coast Guard. Interference with or intentional damage to Aids to Navigation is a misdemeanor and shall be subject to a fine not exceeding the sum of \$500 for each offense (33 CFR 70.01).

PA - NJ - DELAWARE RIVER - SCHUYLKILL RIVER, SALEM RIVER - CHRISTINA RIVER - WATERWAYS ANALYSIS MANAGEMENT SYSTEM (WAMS) SURVEY - REQUEST FOR INPUT

The Officer in Charge, U.S. Coast Guard Aids to Navigation Team Philadelphia, PA, is conducting a Waterways Analysis Management System (WAMS) survey of the following Delaware River tributaries: **Schuylkill River, Salem River, and Christina River**. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, capabilities, and future development projects. Any interested or concerned parties, companies, businesses or individuals wishing to provide comments or to participate in a user survey should address all correspondence to the following:

Officer in Charge
USCG Aids to Navigation Team
1 Washington Ave.
Philadelphia, PA 19147-4395
Attn: WAMS Desk
Via phone or E-mail:
BMC Mike Baroco (2150 271-4847
mbaroco@antphiladelphia.uscg.mil

NJ - NJICW - SANDY HOOK TO LITTLE EGG HARBOR - POINT PLEASANT CANAL - BRIDGE INFORMATION

Mariners are advised that the Route 13/Lovelandtown Bridge across Point Pleasant Canal at ICW mile 3.9, in Point Pleasant Canal, NJ, will be maintained in the **closed-to-navigation position beginning 8 a.m. on January 3, 2005, through 5 p.m. on March 31, 2005**. This temporary bridge closure is necessary to facilitate extensive mechanical rehabilitation. Vessel openings of the bridge will be provided between 9 a.m. and 2 p.m., Monday through Friday with at least 24 hours advance notice by calling (215) 899-9341, (215) 416-1235 or (215) 239-7659. **Chart: 12324.**

NJ - CAPE MAY INLET - SHOALING

There has been a report of shoaling in the Cape May Inlet in the center of the channel in line with the Cape May Inlet Range Lights between the Cape May Jetty adjacent to Cape May Inlet East Jetty Light 4 (LLNR 1440) and Cape May West Jetty Light 5 (LLNR 1445). Shoaling to a depth of 6 feet or less at Mean Low Water (MLW) has been reported. Mariners are urged to use extreme caution when transiting this area. **Chart: 12317.**

MD - BALTIMORE HARBOR AND APPROACHES - WATERWAYS ANALYSIS - REQUEST FOR COMMENTS

The Coast Guard is conducting a Waterway Analysis and Management System (WAMS) survey for Baltimore Harbor and Approaches channels, including the waters of the Brewerton Channel, Fort McHenry Channel, Canton Elevator and Coal Channel, Hawkins Point Channel, Coal Pier Channel, Locust Point East and West Channels, Craighill Channel, Marine Pier Channel, Curtis Bay Channel, Northwest Harbor, Curtis Creek, Pennwood Channel, Dundalk East and West Channels, Port Covington Basin, Elevator Channel, Seagirt East and West Channels, Ferry Bar Channel, Sparrows Point Steel Works Channel. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, capabilities and future development projects. Any interested or concerned parties, companies, businesses or individuals wishing to provide comments or to participate in a user survey should address all correspondence to:

Mr. Ronald Houck, Waterways Management Division, at (410) 576-2674/facsimile (410) 576-2553,
email rlhouck@actbalt.uscg.mil, or write to Commander, U.S. Coast Guard Sector Baltimore, 2401 Hawkins Point Rd, Room 208,
Baltimore, MD 21226-1791, Attn: WAMS Project.

To be considered, comments should be received by **March 25, 2005**.

Charts: 12278, 12273 & 12281

VA / MD / DC - POTOMAC RIVER - WOODROW WILSON BRIDGE - SUBMARINE CABLE INSTALLATION OPERATIONS

Mariners are advised that submarine cable installation operations are expected to occur at the new Woodrow Wilson Memorial Drawbridge construction site **from February 21, 2005 through March 31, 2005**, from Monday through Friday, during daylight hours only. During these periods, a crane barge, support tug and divers will be positioned and working within the federal navigation channel, and vessel traffic will be restricted from using the federal

navigation channel in this area. Vessels requiring the use of the federal navigation channel are advised to contact Mr. Mike Baker at ph nr 202-438-7499, at least 48 hrs in advance. Woodrow Wilson Drawbridge openings requirements remain unchanged. An auxiliary channel will be open to the east of the federal navigation channel under a fixed span portion of the bridge (with a 45 ft vertical clearance, 130 ft horizontal clearance and a depth of 22 ft at MLW), to allow the passage of most vessels during daylight hours. Mariners transiting this part of the waterway may do so, but at their own discretion. Interested mariners can contact the Marine Technologies, Inc. on-scene tug Jezebel on marine radio VHF-FM channels 16 and 13, for updates. **Chart: 12289.**

VA/MD – POTOMAC RIVER – WOODROW WILSON BRIDGE – BRIDGE INFO

Mariners are advised that construction of the new Woodrow Wilson Memorial Drawbridge across the Potomac River, mile 103.8, between the City of Alexandria, Virginia and Oxon Hill, Maryland is ongoing until 2010. Excessive speed and wake by boaters may cause serious or fatal incidents to the Bridge project. It is crucial that mariners obey the speed restrictions and eliminate wakes through the work zone due to the sensitive and precise nature of the work and for worker safety. A temporary floating/sliding bridge will be in place in the waterway during drawbridge construction until further notice. There will be intermittent day-time channel restrictions as a result of the floating bridge and mariners are urged to listen to the BNMs for updates of it's position in the waterway. Mariners are also urged to use extreme caution when transiting this area for work barges, exposed piles, and anchor buoys. For further information and updates to construction operations, contact Mr. Mike Baker, Environmental Construction Manager for the Woodrow Wilson Bridge Project at 301-567-0094 Ext 242 or visit the Project's website online at www.wilsonbridge.com. **Charts: 12285 & 12289.**

VA - WILLOUGHBY BAY - THIMBLE SHOAL CHANNEL - HELICOPTER AIRBORNE MINE COUNTERMEASURES OPERATIONS

Helicopter Mine Countermeasures Squadron Fourteen (HM-14) routinely conducts airborne mine countermeasures (AMCM) operations utilizing the MH-53E helicopter at low altitudes over the following inland and coastal waterways:

- Willoughby Bay

- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.

- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.

During these operations, the aircraft will be operating at altitudes as low as seventy-five feet and will produce localized winds in excess of 125 miles per hour. Rotor wash produced winds pose a considerable hazard to vessels, especially sailing vessels. The devices the helicopters tow range in size and appearance from a large orange and white sled approximately the size of a pick up truck to slightly submerged steel pipes thirty feet in length, both of which have submerged cable extending well beyond the visible portion of the towed device. The Aircraft Commanders have been directed to exercise every effort to conflict and avoid surface vessels.

All mariners are requested to remain well clear of the helicopters, the towed devices, and the area extending directly behind the aircraft for four hundred yards. Do not approach or cross the area directly behind the towed device as a submerged hazard exists regardless of whether the device is in motion or stationary.

VA - SEACOAST/THIMBLE SHOAL CHANNEL - Low Altitude Helicopter Operations:

Mariners are advised that helicopter mine countermeasures (AMCM) operations will be conducted during daylight hours in the area bounded by the following points:

SEACOAST

37°00'00"N 75°55'00"W
37°30'00"N 75°34'00"W
37°30'00"N 75°30'00"W
37°00'00"N 75°30'00"W

36°55'00"N 75°55'00"W
36°55'00"N 75°30'00"W
36°30'00"N 75°30'00"W
36°30'00"N 75°47'00"W

CHESAPEAKE BAY ENT

36°54'51"N 75°47'17"W
36°52'09"N 75°43'39"W
36°54'09"N 75°48'07"W
36°51'26"N 75°44'30"W

36°58'24"N 75°44'24"W
36°59'01"N 75°43'26"W
36°53'09"N 75°36'36"W
36°52'23"N 75°37'34"W

36°57'15"N 75°45'31"W
36°56'45"N 75°44'28"W
36°52'03"N 75°49'17"W
36°51'26"N 75°48'12"W

36°52'59"N 75°50'12"W
36°52'28"N 75°49'09"W
36°55'00"N 75°47'10"W
36°55'32"N 75°48'13"W

THIMBLE SHOAL CHNL

37°00'27"N 76°12'46"W
37°01'23"N 76°12'24"W
37°00'09"N 76°07'38"W
36°59'12"N 76°08'01"W

SMITH ISLAND SHOAL

37°06'42"N 75°44'54"W
37°04'42"N 75°38'36"W
37°03'43"N 75°44'54"W
37°02'43"N 75°38'36"W

37°03'42"N 75°44'54"W
37°03'42"N 75°38'36"W
37°01'43"N 75°44'54"W
37°01'43"N 75°38'36"W

37°05'24"N 75°42'14"W
37°05'24"N 75°39'46"W
37°01'30"N 75°42'14"W
37°01'30"N 75°39'46"W

These operations involve large naval helicopters at flight altitudes of 100 feet or less, towing surface and sub-surface devices at speeds up to 25 knots. Helicopters may be identified by a rotating amber position light on centerline of main hull flashing 90 times per minute. An area of hurricane-force winds exists within a 250-foot radius around these helicopters, sufficient to blow people and objects from exposed decks and capsize small craft. The towed

devices may be completely invisible and include large cables on or just below the surface streaming up to 1200 feet behind the aircraft. AMCM helicopters will transit to and from the area described above in the following manner: Outboard from the seaplane ramp at the Norfolk Naval Air Station across Willoughby Bay to the main shipping channel, then easterly along the main channel to Buoy 21. From Buoy 21 either East, SE or SSE to the operating area. The return flight will follow the same path as the outbound flight. To minimize the potential for mishap, vessels are requested to remain well clear of these danger zones when AMCM operations are encountered. **Charts: 12200, 12205, 12221, 12222 & 12254.**

VA – JAMES RIVER - BENNETTS CREEK - WATERWAYS ANALYSIS MANAGEMENT SYSTEM (WAMS) SURVEY – REQUEST FOR INPUT

The Fifth Coast Guard District is conducting a Waterways Analysis Management System (WAMS) survey for Bennett's Creek in Suffolk, VA. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, capabilities and future development projects. Any interested or concerned parties, companies, businesses or individuals wishing to provide comments or to participate in a user survey should address all correspondence to the following:

Commander (oan)
5th Coast Guard District
431 Crawford Street
Portsmouth, VA. 23704-5004
Attn: LTJG Kyle Ryan, Rm. 100

VA - ATLANTIC INTRACOASTAL WATERWAY (AICW) - ELIZABETH RIVER (SOUTHERN BRANCH) BRIDGE INFORMATION

Beginning on **13 December 2004** through **13 March 2005**, mariners are advised that the Dominion Bridge (Rt. 17) (at AICW MILE 8.8) across the Elizabeth River (Southern Branch) will open every hour on the half hour, from, from 8:30 a.m. to 4 p.m., Monday thru Friday, except federal holidays. The draw will continue to open on signal for commercial vessels that provide two (2) hour advance notice and will open on demand at all times for commercial vessels carrying liquefied flammable gas or other hazardous materials to avoid delays, Mariners should adjust their transit accordingly. **Chart: 12206.**

VA – COASTAL – U.S. NAVAL BASE DAM NECK, VIRGINIA BEACH – SMALL ARMS RANGE LIVE FIRE SCHEDULE

All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of **U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (36TH) Edition** when operating south of the entrance to the Chesapeake Bay, off the Dam Neck Naval Firing Range. When firing is in progress during daylight hours, red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

The U.S. Naval Base Dam Neck Live Fire Range will be active during the following periods:

Mar 14-18, 2005 from 6:00 a.m. to 1:00 p.m.

Mar 21-25, 2005 from 6:00 a.m. to 1:00 p.m.

Night live fire operations will be commence at 5:30 a.m. and last approximately 90 minutes on the following dates: Feb 04, Feb 11, Mar 18 & Mar 25.

Charts: 12203, 12205, 12207 & 12221.

VA – COASTAL – STATE MILITARY RESERVATION, CAMP PENDLETON, VIRGINIA BEACH – SMALL ARMS LIVE FIRE SCHEDULE

The Camp Pendleton State Military Reservation Live Fire Small Arms Range described as "all of the waters seaward of the mean high water shore line within a sector between radial lines extending 13,500 yards seaward and bearing 090 degrees true and 150 degrees true, respectively, from a point on shore at 36° 49' 09"N, 075° 58' 45"W". All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of **U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West** when operating south of the entrance to the Chesapeake Bay. Firing will take place only during daylight hours and red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit. **Charts: 12203, 12205, 12207 & 12221.**

The Camp Pendleton Live Fire Range will be active during the following periods:

Mar 12-13, 2005 - from 8:00 a.m. to 4:00 p.m.

May 21-22 2005 - from 8:00 a.m. to 4:00 p.m.

NC - COASTAL - AIWW - INLET SHOALING

The following inlets have shoaled to less than advertised controlling depths. Aids to navigation maybe missing, off station or not marking best water or temporarily discontinued:

New River Inlet has shoaled to a depth of 3 feet MLW. <http://www.saw.usace.army.mil/nav/inlets/newriverinlet.pdf>

New Topsail Inlet has shoaled to an unknown depth and aids to navigation missing or off station as per Section II (LNM Discrepancy List). .

<http://www.saw.usace.army.mil/nav/inlets/topsailinlet.pdf>

Carolina Beach Inlet has shoaled to a depth of 2-3 feet MLW. <http://www.saw.usace.army.mil/nav/inlets/carolinabeachinlet.pdf>

Bogue Inlet Channel in the vicinity of Coast Guard Channel to a depth of 2.5 feet MLW.

Shallotte Inlet in the vicinity of LB 5 (LLNR 31075) to a depth of 5 feet MLW.

Oregon Inlet Channel shoaling exists between Oregon Inlet Buoy 4 (LLNR 27990) and Oregon Inlet Buoy 6 (LLNR 28003). The ACOE survey dated 26 January 2005 shows a minimum depth of 3.6 feet MLW in direct line from Buoy 4 to Buoy 5. Aids to navigation in Oregon Inlet are not marking best water. All mariners are advised to transit the channel with caution.

Mariners are urged to use extreme caution when transiting these inlets and exercise prudent navigation. The ACOE websites are listed for the latest surveys. **Charts: 11542 & 11541**

NC - NEW RIVER – FIRING EXERCISES

The Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, has advised that the area in the Atlantic Ocean between a point approximately 4.5 miles east of Bogue Inlet to a point approximately 10.0 miles southwest of New River Inlet, North Carolina, within the existing danger zone (depicted as 334.440) as shown on National Ocean Service **Chart 11543**, will be hazardous to navigation because of field firing exercises during the periods and times listed below. Firing will be to 3 miles seaward. Vessels are urged to avoid the above area during the periods stated except for the Atlantic Intracoastal Waterway, where mariners traveling through this area can expect a delay of about one hour during the above times. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz). The restricted areas in New River, as shown on National Ocean Service **Chart 11542**, will be closed to navigation because of firing exercises during the following periods:

Jacksonville Sector	Sunrise to Sunset daily, 01 – 31 March, 2005
Farnell Bay Sector	Sunrise to Sunset daily, 01 – 31 March, 2005
Traps Bay Sector	Sunrise to Sunset daily, 01 – 31 March, 2005
Stone Bay Sector	12:01 a.m. to Midnight, 01 – 31 March, 2005
Stone Creek Sector	12:01 a.m. to Midnight, 01 – 31 March, 2005
Grey Point Sector	12:01 a.m. to Midnight, 01 – 31 March, 2005

Ship operations consisting of landing craft, amphibious vehicles, and helicopters will be conducted in the Onslow Beach operating area and all sectors of New River from 12:01 a.m. to Midnight , 01 –31 March, 2005. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz).

Charts: 11542 & 11543.

II. DISCREPANCIES: The following is a summary of corrected/uncorrected discrepancies in aids to navigation. Discrepancies will be corrected as soon as possible, and printed in the discrepancy list each week until corrected. All aids are listed in the Coast Guard Light List, Volume II 2005 (COMDTPUB P16502.2)

KEY TO DISCREPANCY ABBREVIATIONS

AC= Group Atlantic City	BA= Activities Baltimore	BNM= Broadcast Notice to Mariners
CH= Group Cape Hatteras	DBD= Dayboard	DBN= Daybeacon
DEST= Destroyed	ES= Group Eastern Shore	EXT= Extinguished
FM= Group Fort Macon	IMCH= Improper Characteristics	INOP= Inoperative
LNM= Local Notice to Mariners	LT= Light	OFF STA= Off Station
PH= Group Philadelphia	SHL= Shoaling	TRLB= Temporary Lighted Buoy
TRUB= Temporary Unlighted Buoy	TRLT= Temporary Light	

DISCREPANCIES (As of 0800 a.m. 01 March)

LLNR	Name of Aid	Status	Chart Number	BNM Ref.	LNM Ref.
210	Fenwick Shoal Lighted Buoy 1FS	LT EXT	12200	0033ES	08/05
1277	Great Egg Harbor Inlet Buoy 3	BUOYSINK	12318	0010AC	03/05
1288	Great Egg Harbor Inlet Buoy 7	BUOYSINK	12316	0017AC	03/05
1460	Cape May Harbor Range Rear Light	LT EXT	12317	0067AC	09/05
1480	Delaware Bay North Approach Lighted Buoy 4	LT EXT	12214	0059AC	09/05
2050	Harbor of Refuge North End Light	LT EXT	12214	0311AC	34/04
2125	Rehoboth Bay Daybeacon 12	MISSING	12216	0023ES	06/04
2148	Rehoboth Bay Channel Daybeacon 19	TRUB	12214	0048ES	09/04
2195	Tanker Anchorage Lighted Buoy D	LT EXT	12304	0027AC	03/05
2215	Lower Middle Wreck Buoy LMW	MISSING	12214	0048AC	08/05
2385	Port Mahon Approach Buoy 9	MISSING	12304	0034AC	05/05
2485	Baker Range Lighted Buoy 1B	OFF STA	12311	0076PA	09/05
2575	Reedy Island Range Lighted Bell Buoy 2R	LT IMCH	12311	0072PA	09/05
3840	Enterprise Upper Range Front Light	LT DIM	12314	0304PH	34/03
3845	Enterprise Upper Range Rear Light	LT DIM	12314	0305PH	34/03
4230	Bordentown Bar Junction Buoy B	MISSING	12314	0030PH	05/05
4375	Indian River Inlet South Jetty Light	LT DIM	12216	0187ES	50/04
4420.1	Indian River Inlet Daybeacon 17A	TRLB	12214	0018ES	05/04
4430	Indian River Junction Light IR	TRLB	12214	0013ES	07/04
4445	Pepper Creek Daybeacon 2	TRUB	12216	0043ES	09/04
4470	Pepper Creek Lighted Buoy WR10	TRLB	12216	0101ES	22/04
4840	Isle of Wight Bay Daybeacon 7	TRUB	12211	0100ES	21/04
4861	Isle of Wight Bay Buoy 11A	OFF STA	12211	0007ES	05/05
4995	Sinepuxent Bay Daybeacon 1	TRUB	12211	0083ES	17/04
5015	Sinepuxent Bay Channel Daybeacon 6	TRUB	12211	NONEHR	11/04
5105	Sinepuxent Bay Channel Daybeacon 27	TRUB	12211	NONEHR	11/04
5120	Sinepuxent Bay Channel Buoy 29	TRUB	12211	0019ES	07/05
5125	Sinepuxent Bay Channel Lighted Buoy 31	TRUB	12211	0018ES	07/05
5130	Sinepuxent Bay Channel Buoy 33	TRUB	12211	0017ES	07/05
5195	Chincoteague Bay Daybeacon 29	TRUB	12211	0026ES	06/05
5205	Chincoteague Bay Daybeacon 26	MISSING	12211	0022ES	08/05
5210	Chincoteague Bay Light 24	TRUB	12211	0020ES	07/05
5235	Chincoteague Bay Daybeacon 19	TRUB	12211	0021ES	07/05
5240	Chincoteague Bay Light 18	MISSING	12211	0021ES	07/05
5245	George Island Landing Channel Light 1	DBN DMGD	12211	0021ES	07/05
5440	Chincoteague Bay Daybeacon 10	MISSING	12211	0021ES	06/05
5450	Chincoteague Bay Channel Daybeacon 14	DBN DMGD	12211	0021ES	06/05
5475	Chincoteague Bay Daybeacon 16	DBN DMGD	12211	0021ES	07/05
5477	Chincoteague Bay Daybeacon 16A	MISSING	12211	0021ES	07/05
5480	Chincoteague Bay Light 18	MISSING	12211	0021ES	07/05
5487	Chincoteague Bay Daybeacon 20	MISSING	12211	0021ES	07/05
5520	Virginia Inside Passage Daybeacon 1	TRUB	12210	0194ES	51/04
5776	Virginia Inside Passage Buoy 57	OFF STA	12210	0032ES	08/05
5777	Virginia Inside Passage Daybeacon 59	TRUB	12210	0148ES	39/04
5825	Virginia Inside Passage Daybeacon 72	TRUB	12210	0193ES	51/04
6155	Virginia Inside Passage Daybeacon 162	TRUB	12210	NONEHR	25/04
6736	Quinby Channel Buoy 2	OFF STA	12210	0002ES	02/05
6755	Quinby Creek Warning Daybeacon A	MISSING	12210	0160ES	43/04
6790	North Inlet Light 1	TRLB	12210	NONEHR	11/04
7290	Rappahannock Shoal Channel South. Range Front Light	LT EXT	12225	0090HR	09/05
7295	Rappahannock Shoal Channel South Range Rear Light	LT EXT	12280	0090HR	09/05
7410	Chesapeake Channel Lighted Bell Buoy 58	LT EXT	12225	0089HR	09/05
7557	Chesapeake Channel Lighted Buoy 72A	LT DIM	12230	0200BA	09/05
7795	Kent Island Northern Range Obstruction Daybeacon	TRUB	12282	0790BA	40/04

7995	Craighill Channel Entrance Range Front Light	LT EXT	12273	0741BA	37/04
8000	Craighill Channel Entrance Range Rear Light	LT EXT	12282	0751BA	38/04
8415	Brewerton Channel East Extension Lighted Bell Buoy 5	LT IMCH	12273	0202BA	09/05
8935	Elk River Channel South Range Front Light	LT EXT	12274	0033BA	04/05
8940	Elk River Channel South Range Rear Light	LT EXT	12273	0033BA	04/05
9005	Elk River Channel Lighted Buoy 11	LT EXT	12274	0090BA	06/05
9015	Elk River Channel Lighted Buoy 13	LT EXT	12273	0091BA	06/05
9020	Elk River Channel Lighted Buoy 14	LT EXT	12274	0092BA	06/05
9155	Elk River Channel Lighted Buoy 25	LT EXT	12273	0073BA	05/05
9205	Thimble Shoal Channel Lighted Bell Buoy 1TS	BUOYSINK	12222	0082HR	09/05
9565	Norfolk International Terminal Daybeacon 6	TRUB	12245	0344HR	30/04
9677	Craney Island Creek Daybeacon 7	TRUB	12207	0558HR	52/04
11150	Nansemond River Channel Daybeacon 35	DBN IMCH	12248	0073HR	08/05
15205	Whiting Creek Channel Buoy 2W	OFF STA	12225	0086HR	09/05
15210	Whiting Creek Channel Buoy 3	MISSING	12235	0087HR	09/05
15215	Whiting Creek Channel Buoy 4	MISSING	12225	0088HR	09/05
15620	Tappahannock Channel Daybeacon 2	TRUB	12237	0080HR	09/05
16425	Little Wicomico River Daybeacon 12	TRUB	12225	0043HR	05/05
16580	Coan River Entrance Buoy 4	OFF STA	12285	0145BA	07/05
17920	Potomac Creek Daybeacon 3	TRUB	12285	NONEBA	13/04
18234	Neabsco Creek Daybeacon 4	TRUB	12289	0175BA	08/05
18280	Occoquan River Channel Daybeacon 7	TRLB	12285	0542BA	24/04
18670	Four Mile Run Daybeacon 4	TRLB	12289	0174BA	09/05
21450	Cape Charles City Light 1	TRLB	12221	0347HR	30/04
21774	Nandua Creek Channel Daybeacon 5	DBN IMCH	12226	NONEHR	03/05
22302	Hunting Creek Buoy 18	MISSING	12210	0207BA	09/05
22825	Little Annemessex River Light 2	DBN DMGD	12231	0099BA	06/05
23050	Big Thorofare Channel Daybeacon 14	TRUB	12228	0101BA	06/05
23125	Tyler Creek Channel Daybeacon 1	TRLB	12231	0111BA	06/05
23130	Tyler Creek Channel Light 3	TRLB	12228	0110BA	06/05
24330	Nanticoke River Channel Light 65	MISSING	12261	0139BA	07/05
24790	Choptank River Entrance Buoy 5	MISSING	12263	116BA	06/05
25440	Tred Avon River Light 6	MISSING	12266	0134BA	07/05
25525	Irish Creek Daybeacon 6	TRUB	12263	0220BA	14/01
25725	Edge Creek Daybeacon 2EC	TRLB	12270	0005BA	02/05
26865	Swan Creek Entrance Buoy 5	TRUB	12272	0944BA	53/04
27117	Middle River Light 5	LT EXT	12278	209BA	09/05
27175	Gunpowder River Approach Lighted Buoy 2G	MISSING	12273	0949BA	01/05
27565	Aberdeen Proving Ground Buoy 7	TRUB	12274	0863BA	45/04
28225	Old House Channel Daybeacon 7	TRUB	12204	0039CH	08/05
28230	Old House Channel Light 8	TRLB	12205	0018CH	04/05
28245	Old House Channel Daybeacon 11	TRUB	12204	0040CH	08/05
28340	Walter Slough Light 9	TRUB	12205	0049CH	09/05
29975	New Topsail Inlet Buoy 1	MISSING	11541	0341FM	36/04
29980	New Topsail Inlet Buoy 1A	MISSING	11543	0475FM	51/04
29985	New Topsail Inlet Buoy 2	OFF STA	11541	0471FM	51/04
29987	New Topsail Inlet Buoy 2A	MISSING	11541	NONEFM	44/04
29995	New Topsail Inlet Buoy 3	MISSING	11543	0473FM	51/04
29997	New Topsail Inlet Buoy 3A	MISSING	11541	0474FM	51/04
30000	New Topsail Inlet Buoy 4	OFF STA	11543	0496FM	01/05
31230	Wells Creek Light 1	DBN DEST	12204	0029CH	05/05
33405	Bay River Light 3	TRUB	11553	0063FM	08/05
34320	Harbor Island Warning Daybeacon	DBN DMGD	11544	0102FM	10/03
34770	North River Warning Light	DBN DMGD	11545	0527FM	49/03
34810	Beaufort Harbor Channel Light 1BH	TRLB	11541	0005FM	01/05
34815	Beaufort Harbor Channel Buoy 3	MISSING	11541	0031FM	09/05
35045	New Jersey Intracoastal Waterway Light 20	DBN IMCH	12324	0053AC	08/05
35075	New Jersey Intracoastal Waterway Light 28	DBN IMCH	12324	0054AC	08/05
35325	New Jersey Intracoastal Waterway Light 83	DBN IMCH	12324	0057AC	09/05
35560	New Jersey Intracoastal Waterway Buoy 136	OFF STA	12316	0056AC	09/05
35580	New Jersey Intracoastal Waterway Daybeacon 143	TRLB	12316	0368AC	40/04
35675	New Jersey Intracoastal Waterway Light 167	MISSING	12316	0064AC	09/05
35695	New Jersey Intracoastal Waterway Light 172	TRLB	12316	0063AC	09/05
36015	New Jersey Intracoastal Waterway Daybeacon 265	TRUB	12316	NONEAC	29/04
36165	New Jersey Intracoastal Waterway Light 310	DBN DMGD	12316	0052AC	08/05
36225	New Jersey Intracoastal Waterway Daybeacon 327	DBN IMCH	12316	0066AC	09/05
36535	New Jersey Intracoastal Waterway Buoy 424	OFF STA	12316	0228AC	26/04
36735	Cape May Harbor Light 6	TRLB	12316	0398AC	45/04
37125	Elizabeth River- Southern Branch Daybeacon 43	DBN DEST	12253	0079HR	09/05
37675	Great Bridge Albemarle Sound Daybeacon134	TRUB	12204	0037CH	07/05
38250	Bay River Light 3	TRUB	11553	0063FM	08/05
38310	Adams Creek Range A Front Light 7	DBN IMCH	11541	0067FM	09/05
38320	Adams Creek Daybeacon 4A	DBN DMGD	11552	0048FM	06/05
38410	Core Creek Daybeacon 23	TRUB	11541	0034FM	04/05
39110	Bogue Sound/New River Light 49	TRUB	11541	0070FM	09/05
39565	New River/ Cape Fear River Daybeacon 105	TRUB	11541	0066FM	09/05

DISCREPANCIES CORRECTED (Since LNM 08/05)

LLNR	Name of Aid	Status	Chart Number	BNM Ref.	LNM Ref.
1585	Miah Maull Shoal Light	RELIGHTED	12304	0055AC	08/05
2305	Murderkill River Range Front Light	RELIGHTED	12304	0046AC	08/05
2485	Baker Range Lighted Buoy 1B	RELIGHTED	12311	0067PA	09/05
2925	Deepwater Point Range Lighted Bell Buoy 2D	RELIGHTED	12311	0068PA	09/05
3255	Chester Range Lighted Buoy 6C	RELIGHTED	12312	0069PA	09/05
3433	Schuylkill River Light 3	WATCHING PROPERLY	12312	0062PA	08/05
4095	Upper Delaware River Channel Lighted Buoy 65	RELIGHTED	12314	0061PA	08/05
9290	Thimble Shoal Channel Lighted Gong Buoy 16	WATCHING PROPERLY	12221	0074HR	08/05
9315	Thimble Shoal Channel Lighted Bell Buoy 21	WATCHING PROPERLY	12256	0075HR	08/05
9535	Elizabeth River Channel Lighted Buoy 13	RELIGHTED	12222	0024HR	04/05
11700	James River Channel Light 24	WATCHING PROPERLY	12248	NONEHR	09/05
12240	Dancing Point Shoal Channel Range Rear Light	RELIGHTED	12251	0078HR	08/05
12345	James River Channel Light 79	RELIGHTED	12251	0076HR	08/05
12465	James River Channel Lighted Buoy 104	RELIGHTED	12251	0077HR	09/05
14585	Milford Haven East Light 3	RELIGHTED	12225	0091HR	09/05
23495	Lower Thorofare Channel Light 2	RELIGHTED	12231	0196BA	09/05
24830	Choptank River Entrance Lighted Bell Buoy 10	RELIGHTED	12263	0199BA	09/05
27991	Oregon Inlet Buoy 4A	WATCHING PROPERLY	12205	0044CH	08/05
28320	Walter Slough Light 5	WATCHING PROPERLY	12204	0048CH	09/05
30310	Cape Fear River Entrance Range Front Light	RELIGHTED	11537	0072FM	09/05
30670	Cape Fear River Channel Lighted Buoy 31	RELIGHTED	11534	0071FM	09/05
30740	Upper Liliput Range Rear Light	RELIGHTED	11537	0062FM	08/05
32225	Buxton Harbor Light 10	RELIGHTED	11555	0046CH	08/05
32295	Frisco Approach Light 4	RELIGHTED	11555	0047CH	08/05
38145	Goose Creek Light 1	RELIGHTED	11548	0064FM	08/05
39905	Cape Fear River Channel Lighted Buoy 31	RELIGHTED	11537	0071FM	09/05

PRIVATE AIDS DISCREPANCIES - (As of 0800 a.m. 01 March)

LLNR	Name of Aid	Status	Chart Number	BNM Ref.	LNM Ref.
1145	Marshelder Channel Buoy 2	MISSING	12316	0449AC	50/03
5457	Greenbackville SAV Sanctuary Daybeacon A	MISSING	12211	0040ES	07/04
5457.1	Greenbackville SAV Sanctuary Daybeacon B	MISSING	12211	0040ES	07/04
9730	Elizabeth River Deperming Range Obstruction Light	DBN DMGD	12253	0566HR	40/03
10220	Lynnhaven River-Western Branch Daybeacon 9	DBN DEST	12254	0081HR	09/05
11065	Virginia Power West Tower Light	LT EXT	12248	0519HR	48/04
12616	Weanack Channel Entrance Lighted Buoy 2WC	LT EXT	12252	0332HR	29/04
12885	Salt Ponds Daybeacon 9	MISSING	12221	NONEHR	02/05
12957.01	Fox Hill Channel Daybeacon 1	MISSING	12238	0507HR	46/04
13070	Harris River Approach Daybeacon 8	DBN DMGD	12238	0226HR	19/04
13575	Virginia Power Underwater Obstruction Light A	LT EXT	12238	0266HR	23/04
13585	Viginia Power Intake Jetty Light A	LT EXT	12238	0501HR	44/04
16845	Mill Creek Daybeacon 2	DBN DMGD	12233	0142BA	05/01
17845	Nanjemoy Creek Daybeacon 5	DBN DEST	12288	0205BA	07/04
18012.5	Aquia Creek Daybeacon 18	MISSING	12285	0197BA	26/02
18430	Little Hunting Creek Lighted Buoy 4	OFF STA	12289	0366BA	18/03
18850	Buzz's Marina Channel Daybeacon 6	DBN DEST	12233	0296BA	12/03
18860	N.A.S. Paxtuxent River Basin Entrance Light 2	DBN DMGD	12233	0337BA	24/01
18865	N.A.S. Patuxent River Basin Entrance Light	DBN DMGD	12233	0338BA	24/01
19030	West Seaplane Basin Entrance Light 1	LT IMCH	12264	0182BA	08/05
19035	West Seaplane Basin Entrance Light 2	LT IMCH	12264	0183BA	08/05
19062	Solomons Island Fishing Pier Light	LT EXT	12284	0179BA	08/05
19152	Academy of Natural Science Intake Light B	LT EXT	12264	0178BA	08/05
19215	Cape St. Mary's Marina Breakwater Light	LT EXT	12264	0180BA	08/05
19275	Chalk Point Cable Crossing Tower Light B	LT EXT	12264	0181BA	08/05
19277	Chalk Point Cable Crossing Tower Light 29	DBN IMCH	12264	0150BA	08/05
19278	CHALK PT TOWER LT 30 (B G & E)	LT IMCH	12264	0151BA	08/05
19279	CHALK PT TOWER LT C (BG & E)	LT IMCH	12264	0152BA	08/05
19280	CHALK PT TOWER LT D (BG & E)	LT IMCH	12264	0153BA	08/05
19780	Triton Light	LT EXT	12282	0933BA	51/04
19840	Chesapeake Harbor Entrance Light 2	LT IMCH	12282	0889BA	47/04
19870	Chesapeake Harbor Jetty Light 8	LT IMCH	12282	0890BA	47/04
20210	Forked River Daybeacon 2	DBN DMGD	12282	0594BA	39/03
20235	Blackhole Creek Light 2	DBN DMGD	12282	0594BA	39/03
20360	Patapsco River 1/2 Measured Mile Marker Buoy A	OFF STA	12281	0572BA	25/04
20545	Sparrow Pt. Steel Work Ch. Range Front Light	LT EXT	12278	0302BA	36/02
20705	Sollers Point Daybeacon 1	LT EXT	12281	0732BA	52/03
20760	HAW Generating Plant Channel Buoy 7	BUOYSINK	12278	0594BA	39/03

20805	Hawkins Point Pier Buoy 2	OFF STA	12278	0103BA	18/02
21425	Kiptopeke Beach Breakwater North Light B	LT EXT	12221	0676D5	49/01
22415	POCOMKE SND ST BNDRY LINE DBN E	BUOYSINK/BUOYDMGD	12228	0220BA	07/04
22420	POCOMKE SND ST BNDRY LINE DBN F	MISSING	12228	0292BA	09/04
22435	POCOMKE SND ST BNDRY LINE DBN J	MISSING	12228	0293BA	09/04
23575	Dorchester/Somerset County Line Marker AA	DBN DEST	12231	0322BA	10/04
23665	Dorchester/Somerset County Line Marker CC	DBN DEST	12231	0324BA	10/04
24937	UMCES Lighted Buoy CR (Choptank River)	OFF STA	12263	118BA	06/05
25020	Cambridge Channel Range Front Light	LT EXT	12268	0382BA	46/02
25025	Cambridge Channel Range Rear Light	LT EXT	12268	0383BA	46/02
25316.13	Upper Choptank River Buoy 19	LT EXT	12268	0801BA	41/04
25745	Upper Edge Creek Daybeacon 1	DBN IMCH	12266	0007BA	02/05
25755	Upper Edge Creek Daybeacon 3	DBN IMCH	12266	0008BA	02/05
26270	Cox Creek Daybeacon 4	DBN DEST	12263	0312BA	09/04
26343.3	Greenwood Creek Buoy 4	OFF STA	12270	0411BA	24/03
27275	Upper Gunpowder River Daybeacon 11	DBN IMCH	12273	0704BA	34/04
27900	Upper Elk River Buoy 2	MISSING	12274	0013BA	03/04
27905	Upper Elk River Buoy 4	MISSING	12274	0014BA	03/04
28697	South Ferry Terminal Buoy FD2	BUOYDMGD	11550	0068CH	16/04
30562.3	Sunny Point Terminal Warning Light L	TRLB	11537	0016FM	02/03
31350	Colington Harbor Entrance Daybeacon 3	DBN DEST	12205	0224CH	52/04
33200	Jacobs Creek Canal Daybeacon 1	DBN DMGD	11554	0339FM	34/02
33205	Jacobs Creek Canal Daybeacon 2	DBN DMGD	11554	0340FM	34/02
33427	Swan Point Warning Daybeacon A	MISSING	11548	0088FM	09/03
38570	TRIPLE S. MARINA DAYBEACON 8	DBN DEST	11547	0505FM	51/01
39125	COW CRK CH DBN 1	DBN IMCH	11541	0310FM	33/04

PRIVATE AIDS DISCREPANCIES - CORRECTED (Since LNM 08/05)

LLNR	Name of Aid	Status	Chart Number	BNM Ref.	LNM Ref.
None.					

III. TEMPORARY CHANGES/CORRECTIONS: This section contains a summary of current temporary changes and corrections to Aids to Navigation. Aids may be temporarily relocated or established for dredging; testing, evaluation or marking an obstruction or wreck. A permanent correction shall be listed in **Section IV.** giving the new position.

TEMPORARY CHANGES

LLNR	Name of Aid	Status	Chart Number	BNM Ref.	LNM Ref.
8330	Swan Point Channel North Range Rear Light	DISCONTINUED	12280	0240D5	22/04
8530	Tolchester Light	DISCONTINUED	12272	0537D5	47/04
11290	Virginia International Terminal Pier C Light A	DISCONTINUED	12248	0530D5	47/04
21460	Cape Charles City Range B Front Light 8	DISCONTINUED	12224	0174D5	20/04
12885.5	Salt Ponds Daybeacon 10	DISCONTINUED	12221	0369HR	32/04
12890	Salt Ponds Daybeacon 11	DISCONTINUED	12280	0370HR	32/04
21460	Cape Charles City Range B Front Light 8	DISCONTINUED	12224	0174D5	20/04
29655	New River Inlet Buoy 1	DISCONTINUED	11542	0064D5	06/05
29657	New River Inlet Buoy 1A	DISCONTINUED	11542	0472FM	06/05
29660	New River Inlet Buoy 2	DISCONTINUED	11542	0064D5	06/05
29655	New River Inlet Buoy 3	DISCONTINUED	11542	0064D5	06/05
29670	New River Inlet Buoy 4	DISCONTINUED	11542	0064D5	06/05
29675	New River Inlet Lighted Buoy 5	DISCONTINUED	11542	0064D5	06/05
29680	New River Inlet Buoy 6	DISCONTINUED	11542	0064D5	06/05
29700	New River Inlet Buoy 8	DISCONTINUED	11542	0064D5	06/05
29720	New River Inlet Buoy 10	DISCONTINUED	11542	0064D5	06/05
29721	New River Inlet Buoy 10A	DISCONTINUED	11542	0064D5	06/05
29725	New River Inlet Buoy 11	DISCONTINUED	11542	0064D5	06/05
29730	New River Inlet Buoy 11A	DISCONTINUED	11542	0064D5	06/05
31010	Lockwoods Folly Inlet Buoy 1	DISCONTINUED	11536	0054D5	06/05
31015	Lockwoods Folly Inlet Buoy 2	DISCONTINUED	11536	0054D5	06/05
31020	Lockwoods Folly Inlet Buoy 3	DISCONTINUED	11536	0054D5	06/05
31025	Lockwoods Folly Inlet Buoy 4	DISCONTINUED	11536	0054D5	06/05
31027	Lockwoods Folly Inlet Buoy 5	DISCONTINUED	11536	0054D5	06/05
31030	Lockwoods Folly Inlet Buoy 6	DISCONTINUED	11536	0054D5	06/05
31035	Lockwoods Folly Inlet Buoy 7	DISCONTINUED	11536	0054D5	06/05
31040	Lockwoods Folly Inlet Buoy 8	DISCONTINUED	11536	0054D5	06/05
31045	Lockwoods Folly Inlet Buoy 10	DISCONTINUED	11536	0054D5	06/05
31047	Lockwoods Folly Inlet Buoy 12	DISCONTINUED	11536	0056D5	06/05

TEMPORARY CHANGES CORRECTED

LLNR	Name of Aid	Status	Chart Number	BNM Ref.	LNM Ref.
None.					

IV. CHART CORRECTIONS

This section contains corrections to federal and private maintained Aids to Navigation, as well as NOS corrections. This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. **The mariner must decide which Chart(s) to correct. The following example explains the individual elements of a typical chart correction.**

Number ↓	Edition ↓	Date ↓	Last LNM Ref ↓	Datum Reference ↓	Correction source ↓	Notice to Mariners ↓
12327	91 st Ed. NY-NJ-NEW YORK HARBOR - RARITAN RIVER (TEMP) ADD	04/01/2000	LAST LNM 26/04	NAD 83	CGD05/NOS	50/04
	↑ Corrective Action	↑ Object of corrective Action	National Dock Channel Buoy 3, green can		40°41'09.000N	↑ Position 074°02'48.100W

The letter (M) immediately following the chart number indicates that the correction should be applied to the Metric side of the chart only. (TEMP) Indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees true, clockwise from 000°. Bearings of light sectors are toward the light from seaward. The nominal range of lights is in nautical miles (NM).

11534	33rd ed. NC-SC-ICW-MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK RELOCATE	03/01/2004	LAST LNM: 08/05	NAD 83	CGD05	09/05
	Carolina Beach Harbor Channel Daybeacon 2		from to	34-03-25.300N 34-03-25.458N	077-53-25.300W 077-53-24.225W	
	CHANGE Horseshoe Shoal Channel Range Rear Passing Lights to height 15FT, range 5M		in	33-55-54.308N	077-58-10.026W	
11537	35th ed. NC- CAPE FEAR RIVER:- CAPE FEAR RIVER TO WILMINGTON RELOCATE	02/01/2004	LAST LNM: 08/05	NAD 83	CGD05	09/05
	Carolina Beach Harbor Channel Daybeacon 2		from to	34-03-25.300N 34-03-25.458N	077-53-25.300W 077-53-24.225W	
	CHANGE Horseshoe Shoal Channel Range Rear Passing Lights to height to15FT, range 5M		in	33-55-54.308N	077-58-10.026W	
11541	35th ed. NC-AIWW - NEUSE RIVER TO MYRTLE GROVE SOUND RELOCATE	12/01/2003	LAST LNM: 08/05	NAD 83	CGD05	09/05
	New River/Cape Fear River Daybeacon 120		from to	34-16-57.030N 34-16-56.136N	077-45-14.840W 077-45-14.988W	
	EXTENSION (ADAMS CREEK CANAL, BACK CR TO BEAUFORT INLET) DELETE			NOS NW-10403		
	32 ft sounding		at	34-42-43.960N	076-42-16.710W	
	23 ft sounding		at	34-42-48.300N	076-42-24.400W	
	ADD 29 ft sounding		at	34-42-43.800N	076-42-16.700W	
	12 ft sounding		at	34-42-59.880N	076-42-13.830W	
	17 ft sounding		at	34-42-50.040N	076-42-25.220W	
	CHANGE depth legend to: 32 FT 2004		at	34-42-52.470N	076-42-19.370W	
	EXTENSION (BOGUE SOUND, MOREHEAD CITY TO HUMPHREY PT) DELETE					
	32 ft sounding		at	34-42-43.960N	076-42-16.710W	
	23 ft sounding		at	34-42-48.300N	076-42-24.400W	
	ADD 29 ft sounding		at	34-42-43.800N	076-42-16.700W	
	12 ft sounding		at	34-42-59.880N	076-42-13.830W	
	17 ft sounding		at	34-42-50.040N	076-42-25.220W	
	CHANGE depth legend to: 32 FT 2004		at	34-42-52.470N	076-42-19.370W	
11545	61st ed. NC- BEAUFORT INLET AND PART OF CORE SOUND RELOCATE	03/01/2004	LAST LNM: 06/05	NAD 83	CGD05	09/05
	Barden Inlet Buoy 10		from to	34-37-43.305N 34-37-43.886N	076-31-43.543W 076-31-44.122W	
				NOS NW-10403	09/05	

MAIN PANEL (BEAUFORT INLET AND PART OF CORE SOUND)						
ADD						
	29 ft sounding	at	34-42-43.800N	076-42-16.700W		
	17 ft sounding	at	34-42-50.040N	076-42-25.220W		
	12 ft sounding	at	34-42-59.880N	076-42-13.830W		
DELETE						
	32 ft sounding	at	34-42-43.960N	076-42-16.710W		
	23 ft sounding	at	34-42-48.300N	076-42-24.400W		
CHANGE						
	depth legend to 32 FT 2004	at	34-42-52.470N	076-42-19.370W		
			NOS NW-10402			
	Tabulation - Morehead City Harbor Tab	at	34-48-16.000N	076-45-19.000W		
11547	36th ed. 02/01/2004 LAST LNM: MOREHEAD CITY HARBOR MAIN PANEL	NAD 83	NOS NW-10403	09/05		
ADD						
	22 ft sounding	at	34-42-48.160N	076-42-23.860W		
	29 ft sounding	at	34-42-43.800N	076-42-16.700W		
	31 ft sounding	at	34-42-44.000N	076-42-13.300W		
	17 ft sounding	at	34-42-50.040N	076-42-25.220W		
	12 ft sounding	at	34-42-59.880N	076-42-13.830W		
	25 ft sounding	at	34-42-43.140N	076-42-11.630W		
DELETE						
	32 ft sounding	at	34-42-43.960N	076-42-16.710W		
	23 ft sounding	at	34-42-48.300N	076-42-24.400W		
CHANGE						
	depth legend to - 32FT NOV 2004	at	34-42-52.470N	076-42-19.370W		
			NOS NW-10402			
CHANGE						
	Tabulation - Morehead City Harbor Tab	at	34-43-14.000N	076-37-40.000W		
12204	36th ed. 11/01/2004 LAST LNM: 08/05 NC- CURRITUCK BEACH LIGHT TO WIMBLE SHOALS	NAD 83	CGD05	09/05		
ADD						
	Oregon Inlet Buoy 4A, red nun	in	35-47-00.897N	075-30-38.628W		
	Oregon Inlet Buoy 5, green can	in	35-46-59.456N	075-30-51.222W		
	Oregon Inlet Buoy 14, red nun	in	35-46-24.770N	075-32-04.056W		
12205	29th ed. 10/01/2004 LAST LNM: 08/05 VA-NC- CAPE HENRY TO PAMLICO SOUND (including ALBEMARLE SOUND)	NAD 83	CGD05	09/05		
ADD						
	Oregon Inlet Buoy 4A, red nun	in	35-47-00.897N	075-30-38.628W		
	Oregon Inlet Buoy 5, green can	in	35-46-59.456N	075-30-51.222W		
	Oregon Inlet Buoy 14, red nun	in	35-46-24.770N	075-32-04.056W		
RELOCATE						
	Great Bridge Albemarle Sound Daybeacon 101	from to	36-26-42.684N	075-57-43.794W		
			36-26-42.694N	075-57-43.967W		
12206	30th ed. 10/01/2003 LAST LNM: 08/05 VA-NC- NORFOLK TO ALBEMARLE SOUND	NAD 83	CGD05	09/05		
	Great Bridge Albemarle Sound Daybeacon 101	from to	36-26-42.684N	075-57-43.794W		
			36-26-42.694N	075-57-43.967W		
12210	36th ed. 11/01/2002 LAST LNM: 06/05 VA-CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET	NAD 83	CGD05	09/05		
CHANGE						
	Virginia Inside Passage Light 124 height to 15FT	in	37-36-15.984N	075-40-27.636W		
12230	61st ed. 11/01/2003 LAST LNM: 07/05 VA-MD-CHESAPEAKE BAY: SMITH POINT TO COVE POINT	NAD 83	CGD05	09/05		
RELOCATE						
	Solomons Lump Light	from to	38-02-53.600N	076-00-53.900W		
			38-02-53.021N	076-00-54.061W		
12231	27th ed. 09/01/2004 LAST LNM: 03/05 MD- CHESAPEAKE BAY: TANGIER SOUND- NORTHERN PART	NAD 83	CGD05	09/05		
RELOCATE						
	Solomons Lump Light	from to	38-02-53.600N	076-00-53.900W		
			38-02-53.021N	076-00-54.061W		
12280	5TH ed. 10/01/2004 LAST LNM: 52/04 MD – VA – CHESAPEAKE BAY	NAD 83	CGD05	09/05		
RELOCATE						
	Solomons Lump Light	from	38-02-53.600N	076-00-53.900W		

A weekly electronic update service is now available for NOAA's digital, raster nautical charts. All Notice to Mariner corrections from USCG, NGA and CHS are included. The service is provided via a partnership between NOAA and Maptech, Inc. Further information is available from NOAA at (301)-713-2770, <http://chartmaker.ncd.noaa.gov> or from Maptech at (978)-933-3000, <http://www.maptech.com>.

V. ADVANCE NOTICES: This section contains advance notice of approved projects, changes to aids to navigation, bridge regulations or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas. Comments on this change should be forwarded to the **Commander, Fifth Coast Guard District (oan), 431 Crawford Street, Portsmouth, VA 23703-5004**

MD – CHESTER RIVER - AIDS TO NAVIGATION CHANGE

On or about **30 April, 2005** Chester River Light 41 (LLNR 26820) will be discontinued. Charts: **12272 & 12273**.

VA – GREAT MACHIPONGO CHANNEL – AIDS TO NAVIGATION CHANGE

On or about **30 April, 2005** Great Machipongo Channel Daybeacon 3A (LLNR 6900) will be discontinued. Chart: **12210**.

VA – VIRGINIA INSIDE PASSAGE – AIDS TO NAVIGATION CHANGE

On or about **15 April, 2005** Virginia Inside Passage Daybeacon 67A (LLNR 5805) will be changed to Daybeacon 67 (LLNR 5805) and Virginia Inside Passage Daybeacon 59 (LLNR 5777) will be changed to Buoy 59 (LLNR 5777). Chart **12210**.

VA – CHESAPEAKE BAY – TANGIER SOUND – AIDS TO NAVIGATION CHANGE

On or about **30 March, 2005** aids to navigation in Tangier Sound will be changed as follows:

Sound signals on Janes Island Light (LLNR 22815) and Great Shoals Light (LLNR 23700) will be discontinued. Charts: **12228 & 12231**.

NC – CAPE FEAR RIVER –MILITARY OCEAN TERMINAL -SUNNY POINT (MOTSU) - HARDENED BOUNDARY AREA MARKERS

MOTSU is constructing a hardened security boundary around the terminal facility. The boundary is inside the current restricted area as depicted on Chart **11537**. The boundary consists of multi-pile structures and single pile structures with cable strung between the structures at 2.5 ft MLW, 6.0 ft MLW and 9.5 ft MLW. All structures will have slow flashing white lights and square information and regulatory marks except as noted. The center approach will be inaccessible due to the hardened boundary except in emergency when the cables will be dropped to allow deep draft passage. The structures are in the following positions:

33 59 06.67871N, 077 57 26.44432W
33 59 07.19214N, 077 57 22.29176W
33 59 08.65357N, 077 57 18.47784W
33 59 10.77292N, 077 57 12.88117W
33 59 14.46404N, 077 57 11.23291W
33 59 18.38086N, 077 57 10.74071W
33 59 22.07197N, 077 57 09.09239W
33 59 25.98879N, 077 57 08.60016W
33 59 29.67990N, 077 57 06.95177W
33 59 33.59672N, 077 57 06.45950W
33 59 37.28781N, 077 57 04.81072W
33 59 41.20464N, 077 57 04.31873W
33 59 44.89573N, 077 57 02.67020W
33 59 48.81255N, 077 57 02.17785W
33 59 52.50363N, 077 57 00.52925W
33 59 56.42045N, 077 57 00.03686W
34 00 02.84934N, 077 56 58.22756W
34 00 06.73247N, 077 56 57.14044W
34 00 10.71900N, 077 56 57.23441W
34 00 14.58996N, 077 56 58.38247W
34 00 18.10645N, 077 57 00.63935W
34 00 22.07898N, 077 57 00.22781W
34 00 26.01367N, 077 57 01.00309W
34 00 29.98621N, 077 57 00.59154W
34 00 33.92090N, 077 57 01.36684W
34 00 37.55364N, 077 57 03.34058W
34 00 40.67001N, 077 57 06.32740W
34 00 45.73181N, 077 57 10.04798W
34 00 50.79358N, 077 57 13.76868W

South Channel Light 5S (LLNR 30575) to be discontinued and this structure to become Light 5S (LLNR 30575).

South Channel Lighted Buoy 6S (LLNR 30577) to be discontinued and this structure to become Light 6S (LLNR 30577).

NC – CAPE FEAR RIVER – SUNNY POINT MARINE TERMINAL – AIDS TO NAVIGATION CHANGE

On or about **30 April, 2005** the following aids to navigation will be discontinued:

Sunny Point Terminal Central Channel Lighted Buoy 4C (LLNR 30594)
Sunny Point Terminal Central Channel Lighted Buoy 5C (LLNR 30596)
Sunny Point Terminal Central Channel Lighted Buoy 6C (LLNR 30600)
Sunny Point Terminal Central Channel Lighted Buoy 8C (LLNR 30601)
Sunny Point Terminal Central Channel Lighted Buoy 10C (LLNR 30603)
Sunny Point Terminal Central Channel Light 18 (LLNR 30625)
Sunny Point Terminal Cut Off Channel Lighted Buoy 19 (LLNR 30630)

Chart **11537**.

NC – NEUSE RIVER – AIDS TO NAVIGATION CHANGE

On or about **31 March, 2005** Neuse River Daybeacon 51B (LLNR 34150) will be changed to Neuse River Buoy 51B (LLNR 34150).

Chart 11552.

BRIDGE ADVANCE NOTICE

None.

VI. PROPOSED CHANGES: Periodically the Coast Guard evaluates the system of Aids To Navigation and bridge regulations to determine whether the conditions for which the aids were established have changed. All comments should include the following information: 1) Quantity, type, capacity and value of vessels involved, and the extent that these vessels traverse the area under consideration seasonally, by day, and by night. 2) where practicable, the type of navigation devices, such as compasses, radar, LORAN-C, GPS, DGPS, and search lights, with which such vessels are equipped. 3) The number of passengers and type, quantity, and value of cargo involved. 4) A chart section or sketch showing the action proposed when necessary to clearly describe the recommended improvement. Written comments on this proposal should be forwarded to: **Commander (oan), Fifth Coast Guard District, Federal Building, 1st Floor, 431 Crawford Street, Portsmouth, Virginia 23704-5004**

VA – CHESAPEAKE BAY – CHERRYSTONE CHANNEL/CAPE CHARLES – AIDS TO NAVIGATION CHANGE

The Coast Guard is soliciting for comments on renaming the following aids in the Cherrystone Channel/ Cape Charles City waterway.

Cherrystone Channel Light 3C (LLNR 21580) to Cape Charles Beach Light 1CB (LLNR 21580)

Cherrystone Channel Daybeacon 4C (LLNR 21530) to Cherrystone Inlet Daybeacon 2CI (LLNR 21530)

Comments concerning this proposal may be sent to the above address, attention Mr. Al Grimes, not later than **02 March, 2005**.

Chart: 12224.

BRIDGE PROPOSALS: Written comments on these issues should be forwarded to: **Commander Fifth Coast Guard District (obr), 431 Crawford Street, Portsmouth, VA 23703-5004**

None.

VII. GENERAL: This section contains information of general concern to the mariner. Mariners are advised to use caution while transiting these areas. The following is a list of dredging/construction operations being conducted in the Fifth Coast Guard District. Mariners should be aware that the dredge and pontoon lines are held in place by cables, which are attached to anchors some distance from the dredge and pontoons. Buoys are attached to the anchors so that they may be moved as the dredge advances. Mariners are advised that dredges, tugs, barges, submerged and or floating navigation may be temporarily relocated to facilitate dredging. The dredge and related equipment will be lighted and marked in accordance with International or Inland Navigation Rules and the dredge will monitor Channels 13 and 16 VHF-FM unless otherwise noted. Mariners are cautioned to strictly comply with Inland Navigation Rules when approaching, passing and leaving the area of operation, to remain a safe distance from the equipment, and to contact the dredge for specific transiting information.

CONSTRUCTION/DREDGING LOCAL NOTICE TO MARINERS NOTIFICATION DEADLINES:

Construction and dredging companies should notify **Commander, Fifth Coast Guard District (oan), 431 Crawford Street, Portsmouth, VA 23704-5004** at least 3 weeks prior to operation begin date for information to be published in the **Local Notice to Mariners**. It is requested that notification be delivered by letter or fax and followed up by telephone. Fax # (757) 398-6303 and voice Phone # (757) 398-6486, or at the D5LOCAL INTERNET SITE.

LOCATION	DATE	DREDGE	LNM
MD – Baltimore Harbor – Dredging	24 Nov – 02 Apr 2005	GREAT LAKES No. 54 & 55	23/03
MD – Wicomico River (Delmarva) – Dredging	13 Jan – 20 Mar 2005	RICHMOND	02/05
VA – Buckroe Beach – Beach nourishment	15 Feb – 15 Apr 2005	ILLINOIS	06/05
VA – Elizabeth River – Norfolk Naval Station. – Dredging	15 Jan – 10 Mar 2005	PULLEN	
VA – York River – Chetham Annex – Dredging	28 Jan – 10 Mar 2005	ATLANTIC	03/05
VA – Occquan River – Dredging	17 Jan – 15 Mar 2005	Lake Services, Inc.	02/05
VA – Thimble Shoals Channel/Ocean View Beach – Dredging/Beach Nourishment	01 Dec – 31 Mar 2005	DODGE ISLAND & LIBERTY ISLAND	46/04
VA – Norfolk Harbor Reach – Dredging	01 Oct – 01 Aug 2005	CHARLESTON	37/04
VA – Rudee Inlet – Dredging	Until Further Notice	RUDEE II	
VA – Elizabeth River – Western Branch – Bridge demolition/Construction	Apr 2002 – Dec 2005	Tidewater Construction	16/02
NC – Bogue Inlet – Dredging	21 Jan – 15 May 2005	BORINQUEN	03/05

SUMMARY OF SHOALING

The following list is a summary of shoaling within the Fifth Coast Guard District articles published in the **Local Notice to Mariners**. For the complete article see the number listed under REF **LNM**. However shoaling is subject to continual change. In many inlets hydrograph is not shown due to frequent changes. All mariners are urged to use caution when transiting these areas.

LOCATION	PUBLISHED DATE	CHART	REF LNM.
DE – ISLE OF WIGHT BAY	25 May 04	12221	21/04
NJ- BARNEGAT INLET	27 Apr 04	12323	17/04
NJ – CAPE MAY HARBOR ENTRANCE	28 Dec04	12317	52/04
MD – TANGIER ISLAND EAST CHANNEL	25 May 04	12228	21/04
MD – KNAPPS NARROWS	25 May 04	12266	21/04
MD – IRISH CREEK	23 Mar 04	12311	12/04
MD – POTOMAC RIVER – ST PATRICK CREEK	08 Jul 03	12285	27/03

VA – NASSAWADOX CREEK	28 Feb 03	12224	04/03
VA – RUDEE INLET	01 Feb 2005	12208	05/05
NC – HATTERAS INLET	02 Jul 04	11545	27/04
NC – SHALLOTTE INLET	01 Feb 2005	11545	05/05
NC – OREGON INLET	01 Feb 2005	11545	05/05
NC – OLD HOUSE CHANNEL	21 Dec 2004	12205	51/04

CONCERNING BRIDGES ACROSS NAVIGABLE WATERS OF THE FIFTH COAST GUARD DISTRICT

The following is a list of operating information for certain bridges within the Fifth Coast Guard District. Mariners are advised that the bridges may be operating on a temporary schedule, with reduced clearances, undergoing bridge repairs or under new bridge construction. Mariners are advised to proceed with caution, comply with Inland Navigation Rules at all bridges and to contact the bridge on channels 13 and 16 VHF-FM. For more information refer to the referenced **Local Notice To Mariner** or contact the **Commander, Fifth Coast Guard District (oan), 431 Crawford Street, Portsmouth, VA, 23704-5004** via written correspondence, by voice phone at (757) 398-6486, or at the LANTAREA Office Aids to Navigation INTERNET SITE.

BRIDGE	TYPE	WATERWAY	MILE	SUBJECT	COMP. DATE	LN#
Christina River Bridge	F	Delaware River	5.5	Bridge repairs	Until further notice	42/02
Ben Franklin Bridge		Delaware River	100.2	Painting/sandblasting	Until further notice	47/03
Third Street Bridge	B	Delaware/Christina River	2.3	Bridge repair	Until further notice	19/01
Hanover Street Bridge		Baltimore Bridge inoperative		Until further notice	33/02	
Francis Scott Key Bridge	F	Patapsco River, Balt.	6.0	Painting	16 Jun 2005	51/04
Woodrow Wilson Bridge	B	Potomac River	103.8	Bridge Replacement	Until further notice	20/01
SR 123 Occoquan River		Occoquan River, VA	5.0	Bridge construction	30 May 2005	43/03
Amtrack Swing Bridge		Susquehanna Riv	1.0	Bridge repairs	Until further notice	28/00
Rochambeau Bridge		Potomac Riv	109.9	Painting/sandblasting	Until further notice	35/01
McGhan Bridge		NJICW Beach Thorofare	69.0	Bridge repair	Until further notice	33/02
Jones Creek		James River, VA		Bridge Replacement	Until further notice	35/03
Weems/College Creek bridge		Weems and College Creek, MD		Bridge Construction	Until further notice	16/04
Virginia Rt. 33/Lord Delaware Bridge		Mattaponi River, VA.		Bridge Construction	Until further notice.	17/04
Pamunkey River Bridge		Pamunkey River, VA.	1.0	Bridge construction	30 Nov 2007	51/04

KEY: F=Fixed, DR=Draw, RIV=River, CH=Channel, HBR=Harbor, AICWW=Atlantic Intracoastal Waterway, B=Bascule, E=East(Eastern), W=West(Western), S=South(Southern), N=North(Northern), SW=Swing Bridge, SYS=System, RR=Railroad, Sked=Schedule, Constr=Construction, Rest=Restricted, SR=State Route, RSP=Removable Span, VL=Vertical Lift

SUMMARY OF GENERAL ARTICLES IN EFFECT FOR THE WATERS OF THE FIFTH COAST GUARD DISTRICT

The following general information articles are in effect for the Fifth Coast Guard District. Information Articles will be published once upon request to **Commander, Fifth Coast Guard District (oan), 431 Crawford Street, Portsmouth, VA 23704-5004** via written correspondence, FAX at (757) 398-6303 or at the LANTAREA Office Aids to Navigation INTERNET SITE listed on the cover.

NJ - INTRACOASTAL WATERWAY AND GRASSY SOUND CHANNEL AND TOWNSENDS INLET – BRIDGE INFORMATION

Mariners are advised that Townsends Inlet (mile 0.3) and Grassy Sound Channel (mile 1.0), and Great Channel and Middle Thoroughfare (at mile 102.0 and 112.2 respectively on the Intracoastal Waterway), all located in Cape May County, will be closed on Sunday **March 20, 2005**, from 9 a.m. TO 3 p.m. for the Ocean Drive Marathon. **Chart: 12316 & 12317.**

LN# 07/05

VA – YORK RIVER – MOBJACK BAY - VIMS TEMPORARY TEST DATA BUOY

Virginia Institute of Marine Science will establish a yellow temporary test data buoy near the entrance of Mobjack Bay. The buoy will be located at 37 13 00.0N – 76 10 30.0W, approximately 2.0 miles Northeast of Mobjack Bay Channel Buoy 2MB (LLNR 14052) and 1.5 miles West Northwest of York Spit Channel Lighted Buoy 31 (LLNR 7180). The data buoy will remain on station until **April 01, 2005**. **Charts: 12221 & 12238.**

LN# 06/05

NOAA SURVEY OF THE SOUTHERN APPROACH TRAFFIC LANES TO THE CHESAPEAKE BAY

The National Oceanic and Atmospheric Administration (NOAA) hydrographic survey Ship RUDE (pronounced 'Rudy') will be conducting survey operations in and around the southern approach traffic lanes to Chesapeake Bay from **March, 2005** to approximately **July, 2005**. The RUDE regularly tows side scan sonar survey equipment astern and is Restricted in their Ability to Maneuver during those times. Normal survey operations may require the RUDE to make frequent course changes and/or multiple crossings of the main ship channel. The RUDE will make regular security calls on VHF channel 16, and will monitor VHF channels 13 and 16 at all times. Local USCG district and the VA and MD pilots located on Cape Henry, VA are aware of these operations. The following is a brief physical description of the RUDE:

White, Steel Hull #S590 with blue/black stack
90' LOA
22' Beam
7.5' Draft
220 Ton Displacement

LN# 09/05

VIII. LIGHT LIST CORRECTIONS FOR COMDTPUBP16502.2 VOLUME II, 2005 EDITION.

An asterisk*, indicates the column in which a correction has been made or new information added.

The 2005 Light List Summary of Corrections and an updated Light List can be found at:

<http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm>

LLNR	(2) Name and Location	(3) N/W Position	(4) Characteristic	(5) Ht	(6) Rng	(7) Structure	(8) Remarks	(9) LNM
27991 *	- Buoy 4A *	*	*	*	*	Red nun. *	*	09/05
27993 *	- Buoy 5 *	*	*	*	*	Green can. *	*	09/05
28030 *	- Buoy 14 *	*	*	*	*	Red nun. *	*	09/05
23475	SOLOMONS LUMP LIGHT	38 02 53 N 76 00 54 W *	Fl W 6s (2 R sectors)	47	W 8 R 6	White octagonal dwelling with square tower on brown cylindrical tower.	Red from 086° to 111° and from 288° to 294°. Obscured from 331.5° to 039°.	09/05
30541	HORSESHOE CHANNEL RANGE REAR PASSING LIGHTS (2) *		Fl W 4s	15	5 *	On same structure as Horseshoe Channel Range Rear Light.		09/05

ENCLOSURES

1. Change **No. 6** to U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (36th) Edition <HTTP://nauticalcharts.noaa.gov/nsd/cpdownload.htm>
2. Chart 11545 - [Tabulation](#) - Morehead City Harbor Tab <http://chartmaker.ncd.noaa.gov> and <http://www.maptech.com>
3. Chart 11547 - [Tabulation](#) - Morehead City Harbor Tab <http://chartmaker.ncd.noaa.gov> and <http://www.maptech.com>

4. Special Local Regulations for Marine Events; Severn River, College Creek, and Weems Creek, Annapolis, MD

ACTION: Notice of implementation of regulation.

SUMMARY: The Coast Guard is implementing the special local regulations at 33 CFR 100.518 for Crew Races, marine events to be held March 26, 2005, on the waters of the Severn River at Annapolis, Maryland. These special local regulations are necessary to control vessel traffic due to the confined nature of the waterway and expected vessel congestion during the event. The effect will be to restrict general navigation in the regulated area for the safety of event participants, spectators and vessels transiting the event area.

EFFECTIVE DATES: 33 CFR 100.518 is effective from 6:30 a.m. to 10:30 a.m. on **March 26, 2005**.

FOR FURTHER INFORMATION CONTACT: Ronald Houck, Marine Events Coordinator, Commander, Coast Guard Sector Baltimore, 2401 Hawkins Point Road, Baltimore, MD 21226-1971, and (410) 576-2674.

SUPPLEMENTARY INFORMATION: St. John's College will sponsor crew races on the waters of the Severn River at Annapolis, Maryland. The events will consist of intercollegiate crew rowing teams racing along a 2000 meter course on the waters of the Severn River. A fleet of spectator vessels is expected to gather near the event site to view the competition. In order to ensure the safety of participants, spectators and transiting vessels, 33 CFR 100.518 will be in effect for the duration of the event. Under provisions of 33 CFR 100.518, vessels may not enter the regulated area without permission from the Coast Guard Patrol Commander. Spectator vessels may anchor outside the regulated area but may not block a navigable channel. Because these restrictions will be in effect for a limited period, they should not result in a significant disruption of maritime traffic.

In addition to this notice, the maritime community will be provided extensive advance notification via the Local Notice to Mariners, and marine

information broadcasts so mariners can adjust their plans accordingly.

DATED: February 25, 2005

Sally Brice-O'Hara
Rear Admiral, U.S. Coast Guard
Commander, Fifth Coast Guard District

SALLY BRICE-O'HARA
Rear Admiral, U.S. Coast Guard
Commander, Fifth Coast Guard District

